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## PART 2 - PLANNING GOALS

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The following presents the goals advanced by this Plan. Later parts of this section present the specific policies, strategies and actions identified for each of these goals. The numbering scheme used for the following goals is not intended to rank or in any way indicate for any goal its relative priority or importance to the community.

Goal 1: Establish a comprehensive, multi-use, neighborhoods-oriented transportation network that integrates with regional and intra-city transportation systems and services.

Goal 2 - Improve Lake City Way to create a pleasant, safe boulevard that accommodates both local and through traffic and transit as well as pedestrian

Goal 3: Develop a cluster of community public facilities, conveniently located and capable of serving the area's projected population.

Goal 4: Attract new businesses and employers to the Lake City business district and stimulate private commercial investment.

Goal 5: Provide opportunities for effective civic involvement by individuals and organizations throughout the Planning Area.

Goal 6: Create the perception and reality of security and safety throughout the Planning Area.

Goal 7: Preserve and improve the area's watershed, green areas and habitat corridors.

Goal 8: Provide parks, public recreation facilities and community areas that are safe, clean, multi-use wherever possible, and responsive to local needs.

Goal 9: Create, and allow for development of, a unique urban area that fosters business vitality, sense of community, and strong connections to surrounding neighborhoods and businesses.

Goal 10: Provide opportunities for development of a mixture of high quality housing while protecting established residential areas from the encroachment and impacts of other uses.

Goal 11: Provide public services adequate for current and future populations.

Goal 12: Develop and implement design review guidelines to enable significant community influence over the quality, function and appearance of future development.

The provisions of this plan supersede the provisions of the Gateway Plan. Additionally, recognizing that part of the North District Neighborhoods Planning Area overlaps a part of the Northgate Planning Area, should any provisions of this plan be found to be inconsistent with provisions of the Northgate plan, the provisions of this plan shall take precedence.

## 2.1 STREETS, PEDESTRIAN AND BICYCLE WAYS

Goal 1 - Establish a comprehensive multi-use, neighborhood-oriented transportation network that integrates with regional and intra-city transportation systems and services.

This community's transportation routes connect with regional, city and local systems. These "getting around" systems include mass transit, vehicular circulation, parking, pedestrian and multi-modal transportation nodes. Two state highways run through our community. SR 522 (Lake City Way through the Planning Area) extends from the I-405 corridor to I-5. SR 523 (NE 145<sup>th</sup> Street) lies on the northern boundary of our Planning Area, and links Lake City Way with I-5. Significant vehicular traffic flows along the community **arterials** which include portions of Sand Point Way, 35<sup>th</sup> Avenue NE, 30<sup>th</sup> Avenue NE, 15<sup>th</sup> Avenue NE, NE 125<sup>th</sup> Street, NE 115<sup>th</sup> Street, NE 110<sup>th</sup> Street and NE 95<sup>th</sup> Street; some drivers detour through our neighborhoods.

The residential streets, collector routes, and infrastructure of Lake City have languished since our annexation to Seattle. The major problems of traffic congestion, pollution, local vs. non-local access, pedestrian safety, convenience, access and quality of life are all issues that we face.

A goal of this Plan is to functionally integrate routes and manage traffic so that the neighborhoods support and, in turn, are supported by the Hub Urban Village. Linkages might be the best term for the Strategy. These linkages will be developed over time through the collaborative efforts between the City and the specific neighborhoods. Our priorities, in order, for sidewalks are: 1) sidewalks installed on streets adjacent to schools and on safe identified routes to schools, 2) sidewalks installed within the core business area, 3) sidewalks in **multifamily** neighborhoods, 4) east/west pedestrian corridors at NE 105<sup>th</sup> Street and NE 135<sup>th</sup> Street, and 5) a network of pedestrian amenities throughout the Planning Area. Specified streets for sidewalks are further identified in the Approval and Adoption Matrix.

Policies:

P1. Reduce the impact of cut-through traffic in neighborhoods and allow neighborhoods greater input in selecting and designing mitigation measures.

P2. Ensure safe pedestrian ways, especially for children walking to and from schools, to transit stops along Lake City Way and NE 125<sup>th</sup> Street, and along 15<sup>th</sup> Avenue Northeast.

P3. Improve access from residential neighborhoods to the Civic Core and the business district.

P4. Enhance opportunities for non-motorized travel in the Planning Area, tailoring pedestrian improvements to neighborhood desires, community needs, and topographic and environmental considerations.

Strategy 1: Make existing automobile routes more efficient while protecting neighborhoods.

Actions:

- A. Make improvements to Lake City Way (SR 522) as identified by local business and community interests (see Goal 2).
- B. Implement traffic controls and appropriate access management measures along NE 145<sup>th</sup>. Install appropriate pedestrian and bicycle facilities.
- C. Upgrade NE 130<sup>th</sup> Street between Lake City Way and 30<sup>th</sup> Avenue NE to improve access to Lake City Way from residential neighborhoods.
- D. Establish two-way left turns on city arterials wherever appropriate and consistent with other provisions of this plan.
- E. Establish safe and reasonable speed limits, based on engineering studies and nationally accepted criteria, for all arterial streets in the Planning Area. Provide speed enforcement throughout the Planning Area.
- F. Establish standards for improvements to neighborhood, arterial and special zone rights-of-way that retain the informal, rural neighborhood character of residential streets, require neighborhood review and agreement, and ensure appropriate levels of safety.

Strategy 2: Improve the ability to "get around" safely in conducting daily errands, make access to shopping and other services more convenient and identify opportunities to make local streets meet the local community's needs.

Actions:

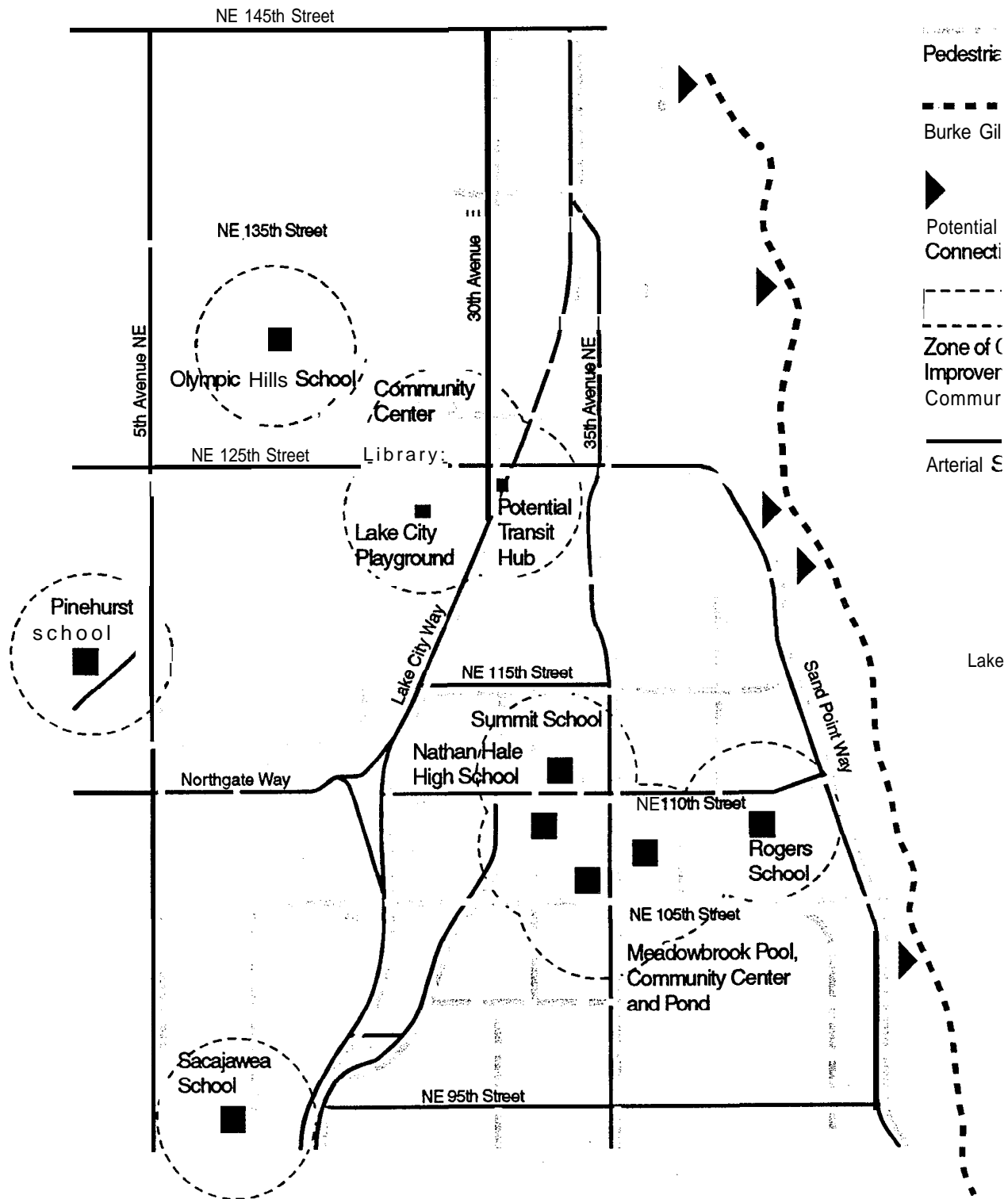
- A. Define the use most beneficial to the community for 30<sup>th</sup> Avenue NE from 12<sup>th</sup> to 145<sup>th</sup>, but especially between 123<sup>rd</sup> and 130<sup>th</sup>. Examine its potential for development, given its proximity to the Civic Core and other commercial activities. Consider whether its use as a "by-pass" of Lake City Way for traffic heading east is an acceptable use. Consider improvements (sidewalks, curbs, gutters, crosswalks, drainage, curb ramps, and improved transit stops) for safety, pedestrian, parking and transit purposes from 123<sup>rd</sup> to 145<sup>th</sup>.
- B. Locate two sets of drive-by postal collection boxes outside the core area of Lake City. Begin with one in the vicinity of Marketplace Foods (120<sup>th</sup> and 30<sup>th</sup>).
- C. Develop traffic calming "gateways" at entrances to residential neighborhoods from arterials and other heavily traveled streets.
- D. Establish a program allowing neighborhood and community design and choice on methods to deal with cut-through traffic on local streets.
- E. Establish convenient local "circulation" services between neighborhoods and the Lake City business district, the Civic Core and other neighborhoods and provide improved access to Metro transit services.

- F. Enhance transit services to and from other Seattle neighborhoods north of the Ship Canal and establish new east-west bus routes that do not require traveling through Northgate.
- G. Increase bus frequency between downtown Seattle and the Lake City business district throughout daylight and evening hours and better coordinate evening service schedules to Lake City area bus stops.
- H. Improve bus stop safety, cleanliness, handicapped access, weather protection, lighting, and schedule and route information.
- I. Plan how Monorail stations may be accommodated along Lake City Way at or near its intersections at 145<sup>th</sup>, 125<sup>th</sup>, and near the 'triangle' formed by Northgate Way, Lake City Way and 24<sup>th</sup> AVE NE.

Strategy 3: Enhance pedestrian-related amenities to encourage both "walk-to-shop" and recreational walking. Our priorities, in order, for sidewalks are: 1) sidewalks installed on streets adjacent to schools and on safe identified routes to schools, 2) sidewalks installed within the core business area, 3) sidewalks in multifamily neighborhoods, 4) east/west pedestrian corridors at NE 105<sup>th</sup> Street and NE 135<sup>th</sup> Street, and 5) a network of pedestrian amenities throughout the Planning Area.

- A. Repair broken and uplifted sidewalks throughout the Planning Area.
- B. Keep pedestrian ways accessible by maintaining overgrowth control, enforcing parking restrictions, and encouraging responsible property owners to keep sidewalks clear.
- C. Install sidewalks where absent on streets within the HUV. Maintain all painted crosswalks using the ladder-style of painted lines, instead of the single line on each side.
- D. In areas with high vehicle and pedestrian use, employ curb bulbs, street trees, plantings, parking strips, street lighting fixtures or other devices to more distinctly separate and define pedestrian "zones" from vehicle "zones."
- E. Develop a network of sidewalks and pathways in neighborhoods. As a priority, develop pedestrian ways that connect to schools, parks, the library and other community resources and can serve as safe "children's routes" as well as offer family strolling opportunities. Establish design guidelines allowing options that include permeable surfaces and other surface treatments. Evaluate neighborhoods individually to determine specific needs and most appropriate types and design of neighborhood pedestrian facilities. Be especially sensitive to retaining the existing character of streets in residential areas.
- F. Develop a program for residents and other property owners to participate equitably with the City in funding sidewalks and related drainage improvements. Include criteria that encourage development by block face rather than by parcel.

# Pedestrian Routes



Pedestrian routes are shown to illustrate the needs of the community. The actual location, design, and configuration of pedestrian routes will be determined by engineering studies and neighborhood involvement process.

## 2.2 LAKE CITY WAY

Goal 2 - Improve Lake City Way to create a pleasant, safe boulevard that accommodates both local and through traffic and transit as well as pedestrian use.

The Lake City Way corridor, State Route 522, serves as a spine of the North District neighborhoods. The plan aims to improve the function of this regional transportation facility so as to remove the temptation (or opportunity) for non-local, “pass-through” traffic to use city and neighborhood streets simply to detour around congestion points. At the same time, maintaining access, especially left-turn access, into businesses located along the highway is vital to the economy of the area.

#### Policies

PI. Retain, to the extent possible, existing driveway access and on-street parking along Lake City Way.

P2. Mitigate the ‘dividing’ effect of Lake City Way on the business district and the community.

P3. Establish a pedestrian-friendly atmosphere and “boulevard” look and feel for Lake City Way.

P4. In conjunction with any maintenance or improvements to Lake City Way, repair and re-establish riparian and wetland systems.

P5. Allow no bike routes on Lake City Way.

Strategy 1: Ensure the Washington State Department of Transportation plans (WSDOT) plans for improvements to SR 522 through the Planning Area are acceptable to the local business community.

#### Actions:

A. Meet with WSDOT and Seattle Transportation (**SeaTran**) representatives to resolve conflicts over proposed roadway improvements along the SR 522 corridor. Ensure adequate access to businesses is incorporated into corridor improvement plans.

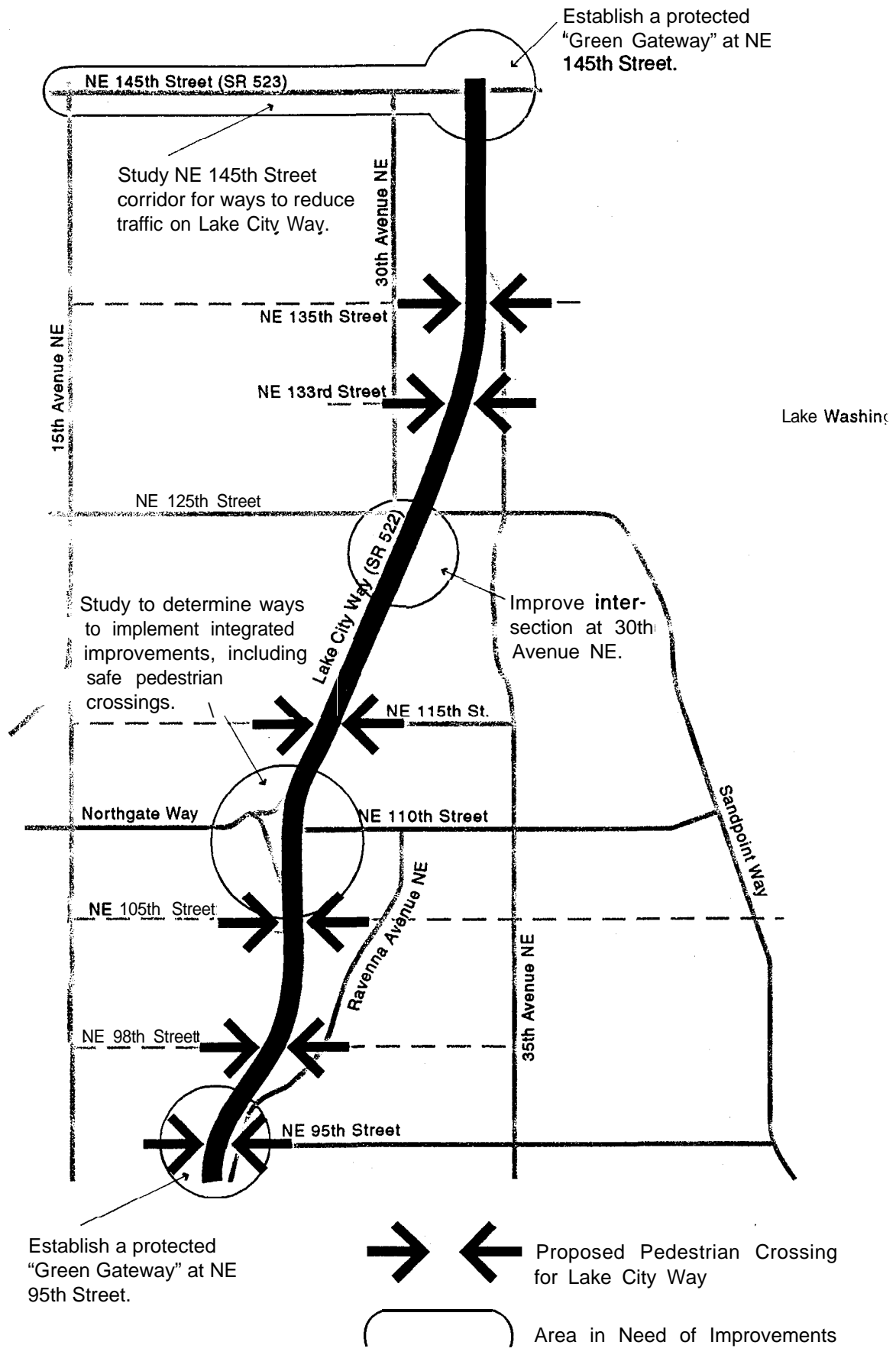
B. In sections of the highway planned to receive raised medians, retain existing “free” turn lanes.

C. Provide improved pedestrian crossings between signaled intersections

D. Incorporate street trees, plantings and ‘gateway’ treatments to bulbs located in center aisle.

**Strategy 2:** Aggressively pursue ways by which Lake City Way can efficiently and safely serve current and projected traffic volumes while developing its pedestrian appeal and use. Improve and maintain safe pedestrian crossings, coordinating with transit stops as appropriate.

# Proposed Lake City Way Improvements



## Actions:

- A. Modify the traffic signal at Lake City Way and Erickson Place to allow southbound left-turns from Lake City Way in the absence of oncoming northbound traffic.
- B. Complete the construction of concrete sidewalks-with curbs, gutters and ADA ramps-and installation of street trees along the full length of both sides of Lake City Way.
- C. Identify appropriate modifications to remedy hazardous traffic conditions along Lake City Way between NE 120<sup>th</sup> and 123<sup>rd</sup> Streets at the south end of the Lake City business district. Consider restricting left turns from Lake City Way to 30<sup>th</sup> Avenue NE northbound (possibly to transit only) during afternoon peak hours. In conjunction with any such change, consider restoring left turns for northbound traffic at NE 125<sup>th</sup> Street, but disallow by signal modifications (or discourage by other means), immediate right turns to go north on 30<sup>th</sup> Avenue NE by signal adjustments. And, finally, consider northbound traffic to pass through the business district on Lake City Way rather than 'flushing' though on 30<sup>th</sup> as a bypass/cut-through route to Interstate 5. Emphasize NE 130<sup>th</sup> Street as the "portal" by which traffic from northbound Lake City Way can access 30<sup>th</sup> Avenue NE, but discourage this for all but local traffic.
- D. Improve SR 523 as the major east/west corridor between I-5 and SR 522 to reduce commuter traffic on Lake City Way.
- E. Initiate a comprehensive study of the 'triangle' formed by Lake City Way, Northgate Way and 24<sup>th</sup> Ave NE to 1) establish safe pedestrian crossings and sidewalk improvements connecting the existing transit stop to local businesses and the nearby high school, 2) develop a more effective roadway alignment and intersection for safer traffic flow (particularly at the southern and western points of the triangle) and 3) assess the potential for locating a Monorail station in this vicinity, capitalizing on the site's topography and location.
- F. Remove Lake City Way from the Seattle Bicycling Guide map to discourage its use by bicyclists, reduce hazards and prevent accidents.
- G. Continue "greening" of the boulevard, including planting and care of street trees along Lake City Way. Include street lighting and street trees or plantings for all sidewalks along Lake City Way, except where lack of visibility presents a safety hazard. Also employ vegetative buffers and trees in median strips and along building surfaces, to absorb noise and reduce air pollution impacts along Lake City Way. Select plantings and maintain them adequately to reduce crime and safety concerns.
- H. Consider creation of a pedestrian bridge or overpass across Lake City Way at or near NE 105<sup>th</sup> Street to connect two east-west pedestrian corridors passing through adjoining neighborhoods and connecting to community open space and recreational areas to the east.



- I. Provide safe pedestrian passage across Lake City Way using crosswalks, pedestrian activated signals, timed signals, overpasses, etc., at multiple locations, including mid-block where appropriate. Suggestions include NE 98<sup>th</sup>, NE 105<sup>th</sup>, NE 115<sup>th</sup>, NE 133<sup>rd</sup> and NE 135<sup>th</sup> Streets.
- J. Keep culverts under Lake City Way maintained to prevent flooding of Thorn Creek and encourage for fish passage and provide enhanced fish habitat.
- K. Preserve and enhance the green “gateways to Lake City” along Lake City Way near NE 95<sup>th</sup> and NE 145<sup>th</sup> Streets. Develop these sites as a visible, pleasant and natural portals to the community, letting people know that they are entering or leaving a distinct community.

### 2.3 CIVIC CORE

Goal 3 - Develop a cluster of community public facilities, conveniently located and capable of serving the area's projected population.

The “Civic Core” is an area covering about eight to ten square blocks in the heart of Lake City. This area has a concentration of important public and private facilities: the library, community service center, fire station, post office, community center, city park, commercial activities and some other business and institutional services.

It is unique, as well, in that there are several public parcels in relative close proximity: a small urban park, the Lake City Branch Library, Fire Station 39 and Neighborhood Service Center. However, there are many unmet community needs. We think it is crucial to acquire more public land in that same vicinity, now, for the facilities that will be needed to serve the wave of growth we expect in the immediate future.

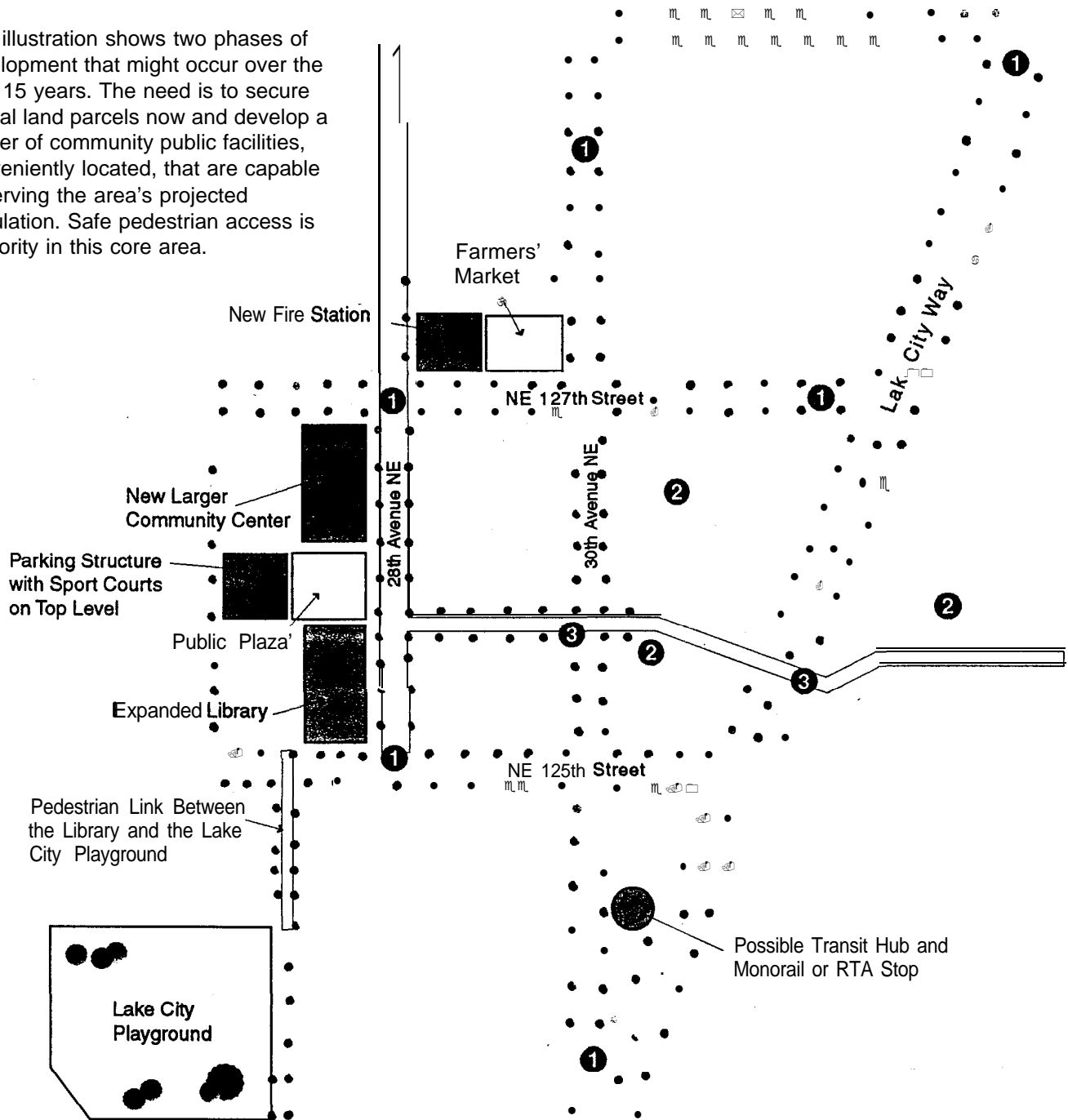
The Civic Core is characterized by a grid work of large ownership parcels bisected on the diagonal by Lake City Way creating a series of irregularly shaped block lots.

The development potential within this Core has staggering implications for the future. Zoning will allow five to seven story residential and commercial structures over much of about ten square blocks where now exist small frame one-story buildings clustered along Lake City Way. At full capacity build-out, the population and transportation needs implied by this building allowance will tax the existing streets and walk ways far beyond their current capacity to serve. The scale of building construction, at the height that is allowed, will change the look of the Civic Core Area dramatically.

Lake City Way is a primary transportation corridor - a state highway - running through the heart of the Civic Core, bringing people and goods to and through the City. The physical appearance of the Lake City Business District is much improved from the 1970s, due to the implementation of most of Phase I, Priority I projects that are outlined in the Gateway Plan.

# Lake City Civic Core Phase I and II Development

This illustration shows two phases of development that might occur over the next 15 years. The need is to secure critical land parcels now and develop a cluster of community public facilities, conveniently located, that are capable of serving the area's projected population. Safe pedestrian access is a priority in this core area.



- ① Establish Green Streets in Civic Core (include pedestrian pathways and street trees)
- Center-block Parking Courts
- Begin Mid-block Pedestrian Links
- Trees

illustration by David Nemens Associates Inc.

However, the anticipated business development and growth did not occur as a result and the district still functions primarily as a commercial strip. Revision of the 'Gateway' concept is not what is needed. What is needed is completion of the Phase I, Priority 2 recommended improvements noted in the Gateway Plan.

With the capital improvements noted in the actions, accompanied by parking improvements, the overall goal of the plan might be reached. These improvements provide the framework for expanding the district beyond the narrow Lake City strip and would help create greater cohesiveness and encourage business development over the entire area.

Lake City side streets such as NE 30<sup>th</sup> Avenue, NE 33<sup>rd</sup> Avenue and NE 127<sup>th</sup> are important to the community as local business area working streets, provide parking access, service traffic routes and internal vehicular circulation. However, these streets lack curbs, gutters and sidewalks, are cluttered with power pole wires; and have long streetscape expanses open to parking and service lots at the backside of buildings.

Improvement of City-owned facilities is long overdue and the City has identified the following improvements within a short time frame: expansion of the Lake City Library, provision for parking for the Lake City Community Center and Library rebuilding Fire Station #39, renovating and providing ADA access to facilities. Neighborhood Service Center (including the Community Policing Center, Municipal Court center and other uses) along with adequate parking. Street improvements especially for pedestrian and other non-motorized uses) were proposed in the Gateway Plan (1977) and are still needed. Drainage improvements have been underway but are not adequate to support growth or fulfill the Gateway Plan.

This is a 5, 10 and 20 year plan for the Lake City Civic Core. It will be implemented in stages. The intent is to begin to secure some critical land parcels now and others later as the population density increases.

#### Policies

P1. Acquire parcels of land now, contiguous or very close together, that are necessary to build community facilities needed now and in the future.

P2. Create walking and biking paths inside and to the Civic Core.

Strategy 1: Acquire parcels necessary to execute the Civic Core plan.

#### Actions:

A. Acquire old motor court property and adjacent properties to north.

B. Explore acquisition of other parcels on the same block.

Strategy 2: Implement the Civic Core plan.

#### Actions:

A. Expand library.

B. Construct new, larger parking facility.

C. Develop new or expanded community center.

- D. Build new fire station.
- E. Develop a public gathering space or plaza linking the library and community center.
- F. Develop a transit hub near to the Civic Core.
- G. Create park or open space on current tire station/NSC site.
- H. Install associated improvements in Civic Core area (sidewalks, pedestrian crossings, curbs, gutters, drainage, street lighting, and street trees).
- I. Underground utilities along 30<sup>th</sup> Avenue NE and NE 127<sup>th</sup> Street.

Strategy 3: Enhance pedestrian access to/in Civic Core area.

Actions:

- A. Develop pedestrian connection across NE 125<sup>th</sup> Street to Lake City playground.
- B. Designate 28<sup>th</sup> Avenue NE between NE 125<sup>th</sup> and NE 127<sup>th</sup> Streets as a Green Street.
- C. Consider closing the north end of 28<sup>th</sup> Avenue NE (at NE 127<sup>th</sup> Street) to vehicular traffic.
- D. Develop linear street park through the 'Pierre/SeaFirst' block.

2.4 BUSINESS AND **ECONOMIC** DEVELOPMENT

Goal 4 - Attract new businesses and employers to the Lake City business district and stimulate private commercial investment.

Lake City is a unique place in the City and on SR 522. A healthy, viable business district in Lake City is essential to the well being of the Planning Area and provides the economic stability, jobs and services both single and multi-family residents want. Citizens of the Planning Area want to develop, improve and maintain a safe, walkable shopping and community area, which provides adequate services for local needs as well as competes successfully for customers from around the region. Long standing successful auto-oriented, retail and related auto services should also be recognized.

Commercial areas occur along the length of Lake City Way from NE 95<sup>th</sup> to NE 145<sup>th</sup>. This area expands from parcels adjacent to Lake City Way in the south end of the Planning Area into several blocks of neighborhood commercial area near the intersection of NE 125<sup>th</sup>, then narrows to approximately one block on each side of Lake City Way from about NE 130<sup>th</sup> Street to NE 145<sup>th</sup> Street.

#### Policies

PI. Upgrade infrastructure to support our current business and residential population prior to acceptance of any additional growth.

P2. Underground utilities as a part of construction of all sidewalk and street improvements within the Planning Area.

P3. Sanction and encourage home-based businesses in residential areas provided they do not disrupt the neighborhood environment.

Strategy 1: Assess current system capacity and adequacy for power, communications and drainage; upgrade where necessary.

#### Actions:

- A. Determine quality and capacity of our current infrastructure.
- B. Upgrade all utilities within the HUV: electrical, sewer and storm water drainage, water quality, telephone as needed.
- C. Establish right-of-way improvements that incorporate drainage and utility capacity.
- D. Establish storm water detention and infiltration drainage in neighborhood areas. Develop detention areas as active-use pocket parks.
- E. Storm water runoff from impervious surfaces reduced or coordinated with natural watershed and drainage basin systems.
- F. Establish a comprehensive approach to the capacity and location of utilities.

G. Coordinate utility, drainage and street tree location and design at key designated pedestrian-oriented streets. (Including the Civic Core area, Lake City Way, NE 125<sup>th</sup>, 127<sup>th</sup>, 1 10<sup>th</sup>, 104<sup>th</sup>, 145<sup>th</sup> Streets and 15<sup>th</sup>, 30<sup>th</sup> and 33<sup>rd</sup> Avenues NE.)

H. Integrate the street lighting plan with improvements.

I. Connect with fiber optic metropolitan area network (MAN).

Strategy 2: Encourage occupancy of vacant business space.

Actions:

A. Actively seek small businesses when knowledge of a potential vacancy is available.

B. Develop a "Developer's Kit" to inform businesses we want to attract about our community. Include demographic information and survey results.

C. Identify specific businesses needed or desired by the community (reference the surveys); and actively seek appropriate developers to meet these needs.

Strategy 3: Provide pedestrian amenities, increase shopper convenience, and upgrade the appearance to improve the shopping experience within the HUV and develop a HUV image of beauty, success, safety and vitality.

Actions:

A. Upgrade streets, sidewalks, public services and amenities, such as sidewalk benches.

B. Underground utilities as sidewalks and curbs are installed, beginning with Civic Core and HUV.

C. Develop and implement a beautification program throughout the HUV including no billboards and more park-like amenities such as benches, trees, flowers, wider sidewalks and artwork.

D. Develop a Cleanup and Improvement Program.

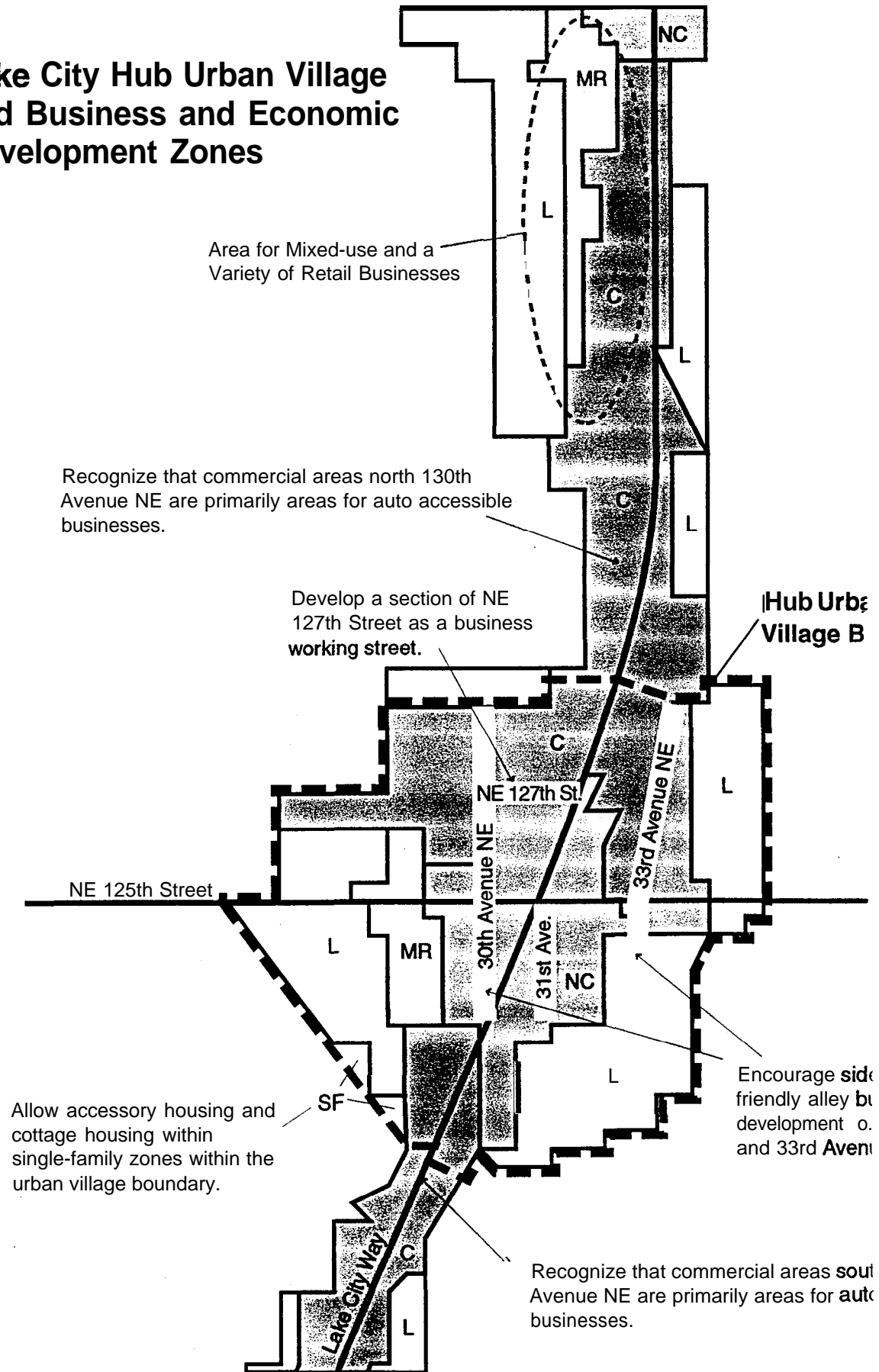
E. Require through Design Review that the visual appearance of commercial buildings with respect to their view from adjacent residential streets is attractive.

F. Improve store entries from rear of buildings along 30<sup>th</sup> Avenue NE.

G. Set standards and upgrade business signs within the HUV.

H. Develop and implement regulations that place restrictions on the size, style and character of **signage** for the Planning Area as a means of improving the community image.

# Lake City Hub Urban Village and Business and Economic Development Zones



Strategy 4: Protect and increase the viability and variety of the commercial areas in the business district by encouraging existing, desired businesses and development of new desired ones.

Actions:

- A. Encourage the development of pedestrian-oriented shopping and new community service businesses within well-defined core area between NE 123<sup>rd</sup> and 1 30<sup>th</sup> Avenue s, 27<sup>th</sup> to 35<sup>th</sup> Avenue NE.
- B. Encourage development of businesses on side streets and friendly alleys, such as 30<sup>th</sup> and 33<sup>rd</sup> Avenues NE, through Design Review and incentive programs.
- C. Through Design Review, require businesses with frontage on two streets, such as those on 30<sup>th</sup> Avenue NE, to develop an attractive and usable back entry.
- D. Recognize that Lake City Way may more successfully host destination businesses, while 30<sup>th</sup> and 33<sup>rd</sup> Avenues NE can be the "back door" for local shopping needs.
- E. Attract businesses that are family-oriented in terms of activities and business hours.
- F. Encourage smaller, more diverse businesses as opposed to warehouse-type franchise stores.
- G. Attract new businesses that are family-oriented and cater to everyday living and business needs.
- H. Attract new businesses that provide more evening and weekend activities, such as a variety of restaurants, a movie theater, a theater company, etc.
- I. Encourage businesses that cater to pedestrian activity.
- J. Encourage development of mixed-use commercial and residential units along the street edge.
- K. Develop Lake City side streets such as 30<sup>th</sup> and 33<sup>rd</sup> Avenues NE and NE 127<sup>th</sup> Street as local business area working streets.
- L. Encourage and support those businesses and industries which employ sound environmental practices.

Strategy 5: Protect the viability of existing auto-oriented and auto-accessed businesses.

Actions:

- A. Encourage direct auto access businesses to locate along Lake City Way north beyond NE 130<sup>th</sup> Street and south beyond NE 123<sup>rd</sup> Street.
- B. Require new businesses to develop directly along sidewalks with parking beside, below or in back of the building.
- C. Preserve the left turn lanes along Lake City Way from NE 95<sup>th</sup> to 123<sup>rd</sup> Streets and from NE 130<sup>th</sup> to 145<sup>th</sup> Streets to ensure customers can turn into businesses.



D. Preserve street parking along Lake City Way.

E. Disallow installation of HOV lanes on Lake City Way.

Strategy 6: Encourage the development of an identity or “theme” for the HUV enhance its sense of place and uniqueness from other areas of the City and to visual continuity.

Actions:

A. Develop a specific theme for the HUV to give an identity to the business corridor and support this identity with specific land use controls.

B. Develop Design Guidelines related to commercial properties which deal with storefront signs, billboards, sidewalk amenities, etc.

C. Encourage landscaping within HUV.

D. Provide care for existing landscaped public and private properties, especially pedestrian-oriented areas.

E. Develop a Lake City entrance sign and attractive landscaping for all major entrances to our community.

Strategy 7: Establish a parking system for local businesses and/or residential retail shopping and cultural activities. Provide adequate, organized, aesthetically pleasing, and well-light parking, which enables people to park once, and walk to perform several errands.

Actions:

A. Encourage the consolidation of off-street parking facilities through the development of pocket parking areas at regular intervals throughout the HUV and near high activity zones.

B. Improve on-street parking along key streets off Lake City Way.

C. Promote joint use or shared parking located within the interior of larger blocks.

D. Develop parking management association to coordinate shared or multiple use off-street parking.

E. Develop relevant studies on Lake City parking issues, commercial property ownership and their future plans.

F. Require through Design Review that parking areas incorporate green spaces at regular and close intervals to provide attractive surface parking areas.

G. Organize on-street parking supply within the HUV.

H. Create regular “pocket parking” areas within easy walking distance of key HUV features.

I. Develop a parking analysis with specific proposals for parking facilities.

J. Restrict non-local parking to specific commercial areas.

K. Require high-density housing to provide adequate on-site, underground parking.

- L. Limit on-street parking where it conflicts with local, safe use.
- M. Clearly mark and provide **signage** to destination parking areas.
- N. Establish permit zones, especially around schools, to limit or sanction non-local parking as needed.
- O. Discourage non-locals from parking in our neighborhoods while using regional transit by: restricting non-local parking availability near mass transit facilities, reducing non-residential parking time near transit facilities during work days and/or establishing a Park 'n Ride near the transit facility. If a Park 'n Ride facility is used, locate it substantially away from the Civic Core in an inconspicuous area. Require significant vegetative amenities be installed.

Strategy 8: Develop and implement Design Review Guidelines and other measures as a means to ensure consistent design quality.

Actions:

- A. Require all buildings to built up to the sidewalk edge in the Civic Core area. Guide design of all development within the HUV.
- B. Provide direction for appropriate street amenities, **signage**, beautification, compatible building character and typology.
- C. Provide the Design Review Board with guidance related to the desires of the neighborhood.
- D. Ensure the business and economic environment in the Core is designed to be physically attractive to new and old, character-filled businesses.
- E. Create physical distinctions in design between public, semi-public and private areas.
- F. Apply Design Guidelines to address development of Civic Core facilities and ensure that the Civic Core plan will complement and encourage nearby commercial development serving the larger community.